

C. Streamlined Process Agency Correspondence

C. Streamlined Process Agency Correspondence



Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Hal Kassoff
Administrator

September 5, 1995

RE: Contract No. F 192-101-771
I-270/US 15 Multimodal Study
from the Shady Grove Metro
Station to Biggs Ford Road
Frederick and Montgomery Counties
PDMS No. 101062

Mrs. Susan J. Binder
Division Administrator
Federal Highway Administration
The Rotunda-Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Mr. David Lawton

Dear Mrs. Binder:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the attached Purpose and Need for the I-270/US 15 Multimodal Study. A draft Purpose and Need Statement was sent to you prior to the Purpose and Need presentation at the Interagency Review meeting held on June 15.

Please provide us with your concurrence or response by October 20, addressed to Ms. Gay L. Olsen of the Project Planning Division. Should you have any questions, please feel free to call Joseph Kresslein at (410) 333-1180.

Sincerely,

Hal Kassoff
Administrator

by: Cynthia D. Simpson for
Neil J. Pedersen, Director
Office of Planning
and Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

I-270/U.S. 15 Purpose and Need
Mrs. Susan J. Binder
Page Two

Concurrence:

George K. Fick
for
Federal Highway Division Administrator

11-1-95
Date

HK:NJP

Attachment

cc: Mr. Dennis M. Atkins
Mr. Louis H. Ege
Ms. Anne Elrays
Mr. Joseph R. Kresslein
Ms. Gay L. Olsen
Ms. Cynthia Simpson
Ms. Mona Sutton

C. Streamlined Process Agency Correspondence

SEP 18 '95 10:07AM CENAB-OP-R

P.2



**Maryland Department of Transportation
State Highway Administration**

David L. Winstead
Secretary
Hal Kassoff
Administrator

September 5, 1995

RE: Contract No. F 192-101-771
I-270/US 15 Multimodal Study
from the Shady Grove Metro
Station to Biggs Ford Road
Frederick and Montgomery Counties
PDMS No. 101062

Mr. Keith Harris
Special Projects Section
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore MD 21201

Attention: Mr. Art Coppola
CENAB-OP-R

Dear Mr. Harris:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the attached Purpose and Need for the I-270/US 15 Multimodal Study. A draft Purpose and Need Statement was sent to you prior to the Purpose and Need presentation at the Interagency Review meeting held on June 15, 1995.

Please provide your concurrence or response by October 20, 1995 addressed to Ms. Gay L. Olsen of the Project Planning Division. Should you have any questions, please feel free to call Joseph Kresslein at (410) 333-1180.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: B. M. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

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SEP 18 '95 10:07AM CENAB-OP-R

P.3

Mr. Keith Harris
Page Two

Concurrence:

Meg Haffrey - Smith
U.S. Army Corps of Engineers

9/18/95
Date

LHE:AE
Attachment

cc: Mr. Dennis Atkins
Mr. Louis H. Ege
Ms. Anne Elrays
Mr. Joseph R. Kresslein
Ms. Gay Olsen
Ms. Cynthia Simpson
Ms. Mona Sutton

C. Streamlined Process Agency Correspondence



Maryland Department of Transportation
State Highway Administration

PROJECT
DEVELOPMENT
DIVISION

OCT 17 10 58 AM '95

David L. Winstead
Secretary
Hal Kassoff
Administrator

September 5, 1995

RE: Contract No. F 192-101-771
I-270/US 15 Multimodal Study
from the Shady Grove Metro
Station to Biggs Ford Road
Frederick and Montgomery Counties
PDMS No. 101062

Mr. Robert Zepp
U.S. Department of Interior
Fish and Wildlife Service
177 Admiral Cochrane Drive
Annapolis MD 21401

Attention: Mr. William Schultz

Dear Mr. Zepp:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the attached Purpose and Need for the I-270/US 15 Multimodal Study. A draft Purpose and Need Statement was sent to you prior to the Purpose and Need presentation at the Interagency Review meeting held on June 15, 1995.

Please provide us with your concurrence by October 20, 1995 addressed to Ms. Gay L. Olsen of the Project Planning Division. Should you have any questions, please feel free to call Joseph Kresslein at (410) 333-1180.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Robert Zepp
Page Two

William Schultz
Fish and Wildlife Service
I-270/US 15 Multimodal Study

9/23/95
Date

LHE:AE

Attachment

cc: Mr. Dennis Atkins
Mr. Louis H. Ege
Ms. Anne Elrays
Mr. Joseph R. Kresslein
Ms. Gay L. Olsen
Ms. Cynthia Simpson
Ms. Mona Sutton

C. Streamlined Process Agency Correspondence

OCT-23-1995 13:53

EPA REG 3 ESD

215 597 1858 P.02



**Maryland Department of Transportation
State Highway Administration**

David L. Winstead
Secretary
Hal Kassoff
Administrator

September 5, 1995

RE: Contract No. F 192-101-771
I-270/US 15 Multimodal Study
from the Shady Grove Metro
Station to Biggs Ford Road
Frederick and Montgomery Counties
PDMS No. 101062

Mr. Roy Denmark, Chief
NEPA Compliance Section
Environmental Protection Agency
Region III
841 Chestnut Avenue
Philadelphia PA 19107

Dear Mr. Denmark:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the attached Purpose and Need for the I-270/US 15 Multimodal Study. A draft Purpose and Need Statement was sent to you prior to the Purpose and Need presentation at the Interagency Review meeting held on June 15, 1995.

Please provide us with your concurrence or response by October 20, 1995 addressed to Ms. Gay L. Olsen of the Project Planning Division. Should you have any questions, please feel free to call Joseph Kresslein at (410) 333-1180.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: R. M. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

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OCT-23-1995 13:53

EPA REG 3 ESD

215 597 1858 P.03

Mr. Roy Denmark
Page Two

Concurrence:

Roy E. Denmark
Environmental Protection Agency

10-23-95
Date

LHE:AE
Attachment

cc: Mr. Dennis Atkins
Ms. Mary Ann Boyer
Mr. Louis H. Ege
Ms. Anne Elrays
Mr. Joseph R. Kresslein
Ms. Gay L. Olsen
Ms. Cynthia Simpson
Ms. Mona Sutton

C. Streamlined Process Agency Correspondence

SHA **PROJECT OPENED** **SHA** **David L. Winstead**
Maryland Department of Transportation **SECRET** **Secretary**
State Highway Administration **9502394** **Hal Kassoff**
Administrator

RECEIVED **SEP - 8 1995** **Oct 2 10 02 AM '95**

September 5, 1995

RE: Contract No. F 192-101-771
I-270/US 15 Multimodal Study
from the Shady Grove Metro
Station to Biggs Ford Road
Frederick and Montgomery Counties
PDMS No. 101062

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration is providing you a copy of the attached Purpose and Need Statement for the I-270/US 15 Multimodal Study. The Purpose and Need was presented at the Interagency Review meeting held on June 15, 1995.

Should you have any questions, please feel free to call Joseph Kresslein at (410) 333-1180.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: **B. M. G. / R**
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

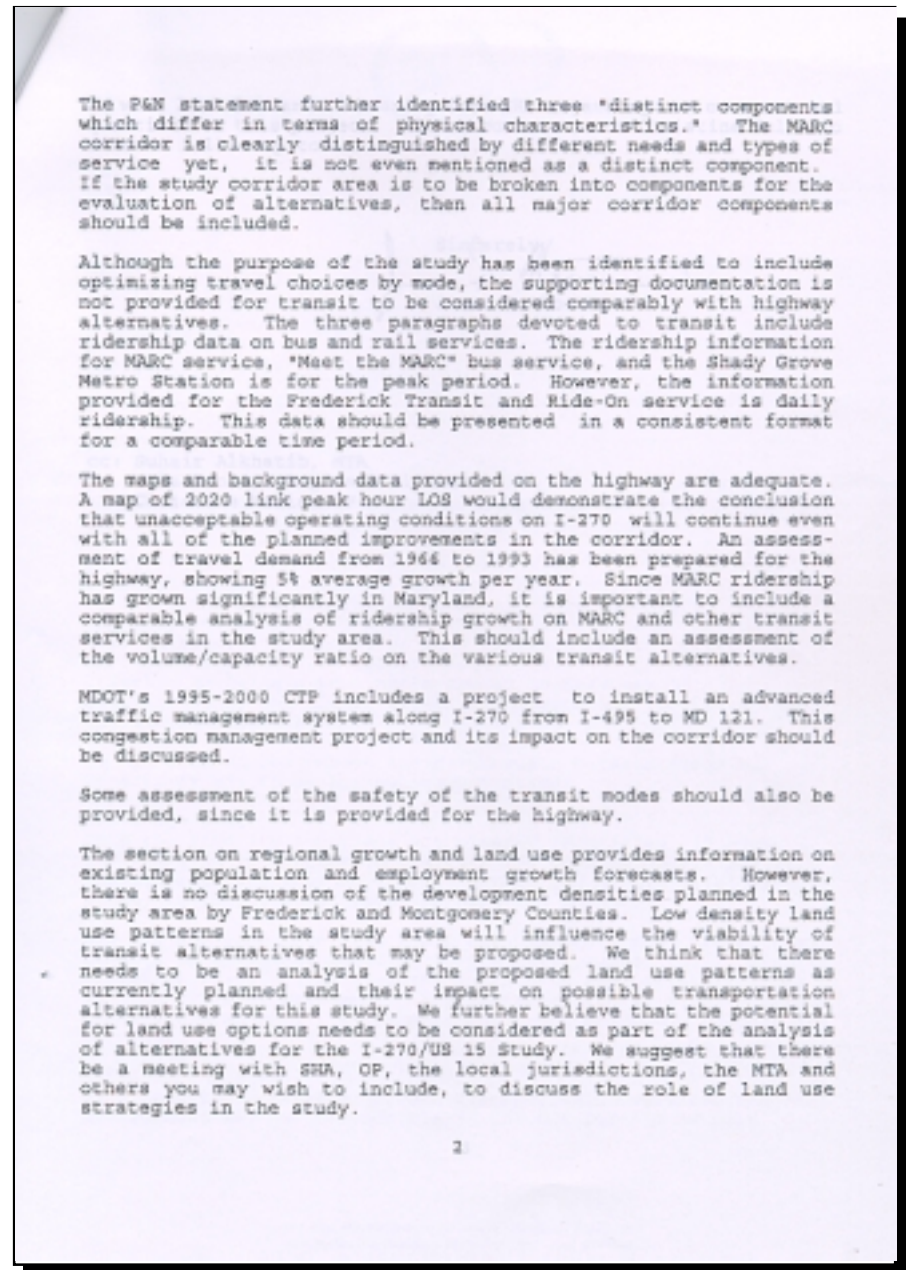
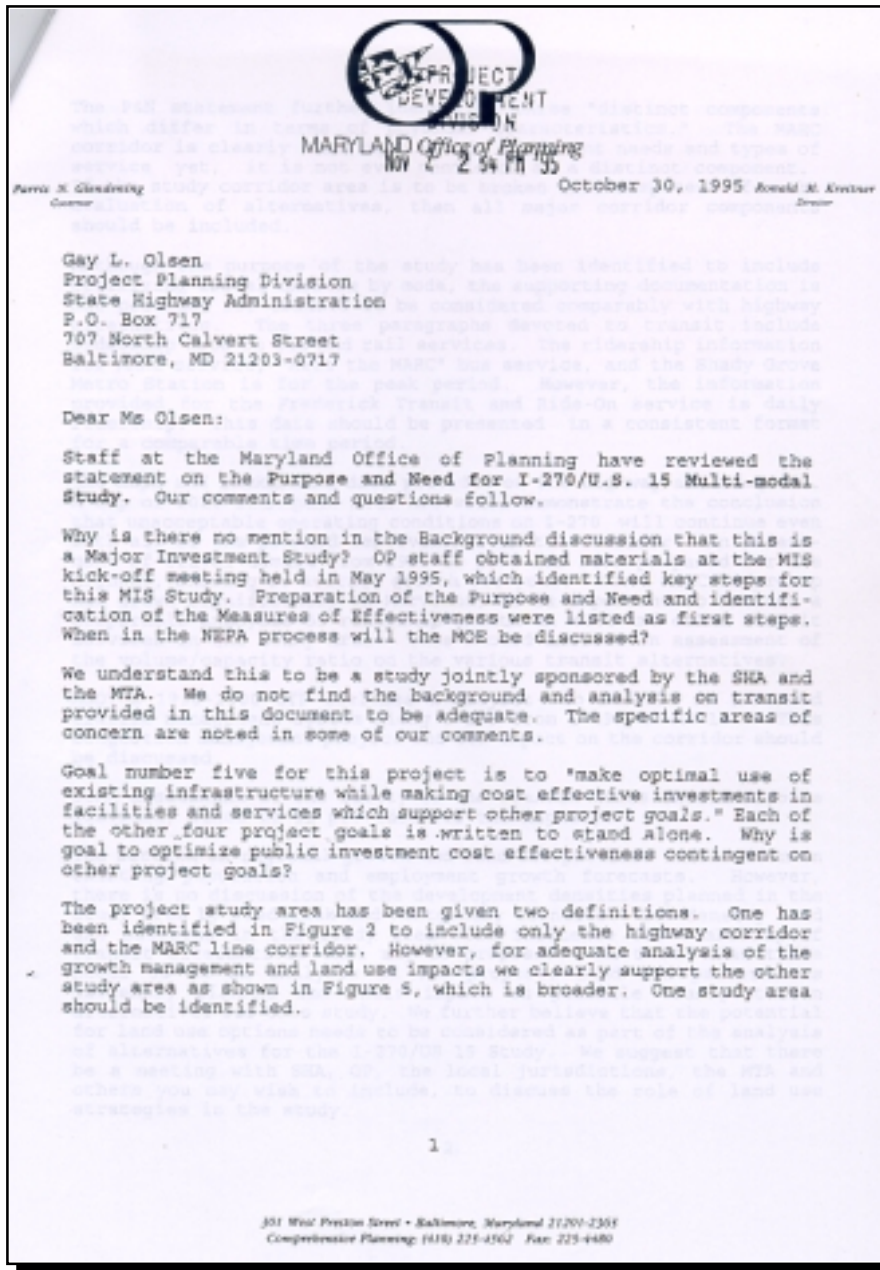
Archives: #22 BC 9/19/95
P.N.I. will be needed
Shackles J. 9/27/95
9/27/95

"MST HAS NO OBJECTION TO THE
P & N STATEMENT"
9/27/95

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C. Streamlined Process Agency Correspondence

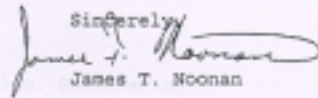


C. Streamlined Process Agency Correspondence

We will look forward to hearing from SHA regarding our comments and questions on this project. Please contact me or Christine Wells to discuss follow-up to our comments.

February 3, 1994

Sincerely,



James T. Noonan

Louis H. Sgo, Jr.
Deputy Director
Office of Planning & Policy
State Highway Administration
P.O. Box 112
Baltimore, Maryland 21202

Attention: Mr. Gay Glenn

cc: Suhair Alkhatib, MTA
Mala Rao, OP Regional Planner
Christine Wells, OP

Planning has reviewed the
measures for assessment of the alternatives for
the I-270/US 301 MS. Our questions and comments follow.

We are unclear as to how the measures relate to the priority functions of the corridor. It seems that the priority function of the facility as an interstate, has not been taken into account in the measures of effectiveness. The measure used to assess how well an alternative improves long distance travel through travel, may be different than that to measure local travel or collector type travel. We believe that there should be measures of effectiveness for the different transportation functions that the corridor serves.

We are also unclear about the distinction between Stage 1 Objectives and those for subsequent stages.

re: Stage 1 #1

Once the priority functions are clearly identified, it seems there should objectives and various measures to assess how well the alternatives improve travel between and within development areas, in addition to travel through the corridor.

How was the 45 minute time frame established? Mean travel time to work in Maryland according to the 1990 census, was 27 minutes. Different travel time measures would seem appropriate for the various types of movements. For instance, the 45 minute commute time is not an effective measure for truck movements through the corridor.

Subsequent Stages

#2 Assessing a balance between transportation services and land development may not be possible if the LOS for the AM peak

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C. Streamlined Process Agency Correspondence



Maryland Department of Transportation State Highway Administration

David L. Winstead
Secretary
Parker F. Williams
Administrator

December 19, 1996

RE: Project No. FR192B11
I-270/US 15 Multi-Modal Study
from the Shady Grove Metro
Station to Biggs Ford Road
Frederick and Montgomery counties

Mr. James T. Noonan
Maryland Office of Planning
301 West Preston Street
Baltimore MD 21201-2365

Dear Mr. Noonan:

Our office received comments on the Purpose and Need Statement for the above referenced project from the Maryland Office of Planning in November of 1995. We also received comments on the project Measures of Effectiveness (MOEs) in February of 1996. The project management team has reviewed your comments and offers the following explanations and/or additional information. We apologize for the delay in responding to your comments.

Purpose and Need

We have tried to address everything in the same order as the comments in your letter. Suggested revisions to the Purpose and Need are shown in italics, and will be incorporated for inclusion in the Environmental Document.

One of your comments is that there is no mention in the **BACKGROUND** discussion that this is a Major Investment Study (MIS). Indeed, it may have been appropriate to add a couple of sentences in this section to explain that this study is an MIS in addition to being a Project Planning/NEPA Study. An MIS "kick-off" presentation was given to the agencies at the March 15, 1995 Interagency Review Meeting to review the following: the key steps in the study, the alternatives/strategies to be investigated, the level of analysis to be utilized, the roles of the agencies, and the public involvement process. Since the agencies had been briefed on these items, and all MIS documentation will most likely be incorporated into the final environmental document, we did not emphasize the fact that the project is an MIS in this particular document. A brief history and description of the project as an MIS will be included in the **BACKGROUND** discussion.

My telephone number is _____

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Mr. James T. Noonan
December 19, 1996
Page 2

You had a question regarding goal number five, "Optimize Public Investment". This goal was simply meant to promote cost effectiveness. It is related to the other goals in that funds would be invested towards the improvement of transportation in the corridor. However, it also allows for cost effectiveness regarding other important issues such as environmental preservation and protection. This goal is not meant to be dependent upon any other goals, but is meant to direct the investments towards the proper destination. Making investments in something which would not in some way benefit transportation in the corridor would not be cost effective.

The issue of the project study area has been debated by our project team since the study began. Traditionally, the project planning study area has been denoted by the potential limits of disturbance as a result of the worst-case impacts from the proposed alternatives. The traditional study area is represented in Figure 2, which includes the highway corridor and the MARC corridor.

Figure 5 shows the approximate boundaries of several activity centers along the corridor. Obviously, the growth in these areas will affect future transportation in the corridor, which is why this information is incorporated into the traffic projections. The planning areas shown are not the only areas that feed into the corridor or expect significant growth. There are also locations not shown on the map, other existing or potential input areas, which are automatically included in the travel projections as well.

We understand that a broader area, such as that shown in Figure 5, is necessary to address growth management and land use impacts. However, we are designating a "traditional" study area for purposes of NEPA environmental and alternative analysis.

Another comment focused on the "three components" of the I-270/US 15 corridor. This was discussed to demonstrate the varying needs of different portions of the I-270/US 15 roadway, and make sure that they were addressed as part of the study. You are correct in saying that the MARC corridor is an entirely different component of the transportation system. Obviously these differences will be taken into account when analyzing the alternatives and strategies. A MARC Corridor "component" will be included to more accurately describe the corridor and its need in the **NEED FOR PROJECT** discussion.

You indicated in your comments that because some of the transit ridership data was presented in different formats, highway and transit alternatives would not be equally compared. For ridership data on the various transit mode, the data presented was simply the data most frequently used by each transit agency and most readily available. Please refer to the attached table for additional available data. Concerning the equal comparison of highway and transit alternatives, the team has gone through painstaking efforts, especially in developing the MOEs (discussed later), to ensure that both modes

C. Streamlined Process Agency Correspondence

Mr. James T. Noonan
December 19, 1996
Page 3

will be compared as equally as possible. The attached table will be added to the appendix and referenced in the text of the **EXISTING TRANSPORTATION FACILITIES - Transit** discussion for a more consistent comparison of transit ridership data.

Please refer to the attached map of 2020 link peak hour LOS to address one of your comments related to future travel demand. A map showing 2020 link peak hour LOS along the corridor will be added to the appendix and referenced in the text of the **NEED FOR PROJECT - Travel Demand** discussion.

You also requested an assessment of transit ridership growth for MARC and other transit services in the study area. We have compiled and summarized this information in a table format as part of the attachments. Regarding an assessment of the volume/capacity ratio on the various transit alternatives, this type of analysis is not typically done and therefore no such data is available. An assessment of the safety of the transit modes is not normally completed for MTA environmental documents and is not available at this time. However, one of the study's objectives is to improve existing and future safety conditions. The I-270 Focus Group is very concerned about safety of the various modes and alternatives. Please be assured that this issue will not be ignored. This ridership growth table will be included in the appendix and referenced in the text of the **NEED FOR PROJECT - Travel Demand** discussion.

You mention a project in the 1995-2000 CTP to install an advanced traffic management system along I-270 from I-495 to MD 121. This project consists of the installation of variable message signs, closed circuit television, pavement condition sensors, traffic detectors, fiber optics, traveler's advisory radio, median barrier gates and supplemental signing within the project's limits. The project will link this area to the Statewide Operations Center at the Office of Traffic and Safety, resulting in improved incident responses and a reduction in incident-related congestion. This project is expected to be completed in the Spring of 1998. A summary of this project will be included, most likely in the **EXISTING TRANSPORTATION FACILITIES** discussion.

Although it is not within the scope of this study to directly address land use and density issues, the study team is acutely aware of the connection between these issues and the viability of any transit alternatives proposed. You are probably already aware that there are representatives from Maryland-National Capital Park and Planning Commission, the Montgomery County Department of Public Works and Transportation, and the Frederick County Department of Planning and Zoning on the study team to ensure a cooperative approach is used to address these issues. The counties have already oriented the proposed land use patterns, zoning and densities included in their master plans according to the location of the proposed transitway, also included in their master plan.

The team did not want to focus about these objectives and MOEs, so they were

Mr. James T. Noonan
December 19, 1996
Page 4

In addition, with input from the county planners, the team incorporated these issues into Goal 1 - Support Orderly Economic Growth. The objectives that correspond to that goal are: 1) Improve accessibility of existing and planned economic development areas, and 2) Demonstrate consistency with applicable land use and transportation plans.

A brief discussion of these land use and density issues will be included in the **REGIONAL GROWTH AND LAND USE PATTERNS** discussion, and expanded on in the **CONSISTENCY WITH MASTER PLANS** section.

Measures of Effectiveness

Although the MOEs were developed by the project team and agreed upon by the focus group, they are constantly being challenged and discussed by the project team and are subject to revision as the study progresses.

One of your comments is that the priority function of I-270 as an interstate is not reflected in the MOEs. The team is more than aware that there are certain alternatives which would better address long distance trips and ones which better address more local or collector type travel. There are also MOEs to assess both as well, but they are not specifically labeled as such. The team attempted to address both types of corridor travel by using the word "throughout" in the wording for Goal #2, **ENHANCE MOBILITY: Provide enhanced traveler mobility throughout the I-270/US 15 Corridor.**

As an example, an MOE under GOAL #2 which would assess local travel is 1.a, or the AM peak period travel time between selected locations. The selected locations could be chosen to represent a typical local trip. An MOE which would assess how an alternative affects long distance travel may be 1.b, percent reduction in AM peak period person hours traveled. As you point out, I-270 provides an interstate function, and this is of primary importance to SHA. However, this is a joint study with MTA, and the project team includes representatives from many diverse organizations with different interests and priorities. Instead of focusing on only the interstate highway, the team focused on developing measures to analyze the corridor's transportation system, being careful to treat transit and highways equally.

The distinction between Stage I Objectives/MOE's and Subsequent Stage Objectives/MOE's is simple. As the study team was developing the goals, objectives and MOEs for this study, we discovered that some of the Objectives and MOEs were more appropriately applied during Stage I Project Planning to provide an initial, preliminary evaluation of the alternatives under consideration. To the contrary, some of the objectives and MOEs either required more detailed analysis not included in the current scope, or did not provide information critical in comparing the alternative modes. The team did not want to forget about these objectives and MOEs, so they were

C. Streamlined Process Agency Correspondence

Mr. James T. Noonan
December 19, 1996
Page 5

retained to be considered for subsequent stages of study. "Subsequent" stages could include Stage III Project Planning or even a latter part of Stage I. The project team plans to re-evaluate the MOEs before completing Stage I. This will include: reassessing both Stage I and Stage II MOEs, determining which MOEs are most appropriate to use for the remainder of Stage I, and checking whether any Stage II MOEs would be useful during Stage I.

Regarding Stage I MOE #1, we believe the MOEs are adequate to measure travel between development areas, which fall under the goals of Economic Growth and Mobility. Travel within development areas may not always fall within the scope of this study. Many smaller studies and projects exist which seek to improve travel within smaller development areas. This study will not attempt to investigate traffic in every development area, as this would be a significant task. Yet, the project team will identify problem areas when they can and handle them on a case by case basis.

Concerning the 45 minute time frame used in several MOEs under Goal #1, this number originated from the Metropolitan Washington Council of Governments. They have been consistently applying this same measure with 45 minutes to all regional projects. You indicate that the 45 minute commute time is not appropriate for truck movements through the corridor, yet there is no mention of a 45 minute commute time in any of the MOEs under the IMPROVE GOODS MOVEMENT goal. The primary movement being targeted by this MOE is the home-to-work trip. For other types of movements, other MOEs such as travel time between selected locations (MOE 2.1.a) would probably be utilized.

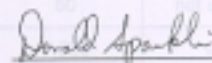
You seem concerned about using the AM peak period LOS as a measure to determine appropriate transportation improvements, however, peak period LOS has always been used for this purpose. There is no such thing as an average daily LOS. To look at the "overall efficiency" of a transportation facility, you have to look at its performance during the peak traffic period. This measure (MOE 1.3.a) is already being used by Montgomery County to assess the peak period LOS in a traffic analysis zone (TAZ). Therefore, it is already somewhat of an average since it is not the LOS along one portion of a roadway, but in the entire zone.

You discuss a way to measure objective 1.2 by assessing the type of land use and development densities in the master plan for consistency with the alternatives, and by assessing whether the alternatives are consistent with the master plans. This is something which has already been suggested and is being investigated by our consultant. A combination of both methods will most likely be utilized in applying this MOE.

The project schedule calls for the completion of Stage I Project Planning activities by the Spring of 1997. Please let us know if you are still interested in meeting

Mr. James T. Noonan
December 19, 1996
Page 6

with us. If you have any further questions regarding transit, please feel free to call Suhair Alkhatib, the MTA project manager. Otherwise, please call Donald Sparklin at 545-8564 or Michelle Hoffman at 545-8547. Thank you again for your participation.

TRANSIT MODE	Very truly yours,	AVERAGE DAILY RIDERSHIP
MARC Train (Annapolis Line)	Louis H. Ege, Jr. Deputy Director Office of Planning and Preliminary Engineering	
"Metrolink" **		not available
Shady Grove Station	by: 	
Fredrick transit	Donald Sparklin Project Manager	540
Commuter Bus Line (95/71) **	Project Planning Division	not available
		13,800 23,000

Attachments

cc: Mr. Suhair Alkhatib
Mrs. Michelle D. Hoffman
Mr. Alan H. Straus

* ridership number includes boardings only

** service only during peak period, therefore ridership is peak period ridership

C. Streamlined Process Agency Correspondence



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

November 4, 1998

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Mr. Elder Ghigiarelli
Maryland Department of the Environment
Water Management Administration
Non-Tidal Wetlands and Waterways Division
2500 Broening Highway
Baltimore MD 21401

Dear Mr. Ghigiarelli:

Consistent with the NEPA/404 process, the Maryland State Highway Administration requests your concurrence on the signature line below, indicating your agreement with the Alternates Retained for Detailed Study for the I-270/US 15 Multimodal project. The Alternates Retained for Detailed Study were presented at the last Interagency Review meeting, held on October 21 and are documented in the attached summary.

Please provide your concurrence by December 7. Your response should be addressed to the attention of Ms. Gay Olsen in the Project Planning Division. If we do not hear from you within 30 days we will assume that you have no concerns. Should you have any questions, please feel free to call Joseph Kresslein at 410-545-8550.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-7235 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21208-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Elder Ghigiarelli
I-270/US 15 Multimodal Project
Page Two

Alternates Retained for Detailed Study

Please check one:

- ☒ Concur (without comments)
☐ Concur (comments attached)
☐ Do not concur (comments attached)


Elder A. Ghigiarelli
Maryland Department of the Environment

11/17/98
Date

LHE:AE
Attachment

cc: Mr. Terry Clark, MDE
Mr. Ray Dinteman, DNR
Mr. Louis H. Ege, Jr.
Mr. Steve Elinsky, COE
Ms. Anne Elravs
Ms. Michelle D. Hoffman
Mr. William Holliman, EPA
Mr. John Howard, NPS
Mr. Joseph R. Kresslein
Mr. J. Rodney Little, MHT
Mr. Robert Sanders
Mr. David Sutherland, FWS
Ms. Bilal Xu, MOP

C. Streamlined Process Agency Correspondence



Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW
 Tower State Office Building
 Annapolis, Maryland 21401
 December 17, 1998

Pattie N. Oltendörff
Governor

Gay Olson
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21103-0717

John R. Griffin
Secretary

Carolyn D. Davis
Deputy Secretary

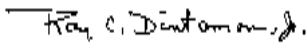
Dear Ms. Olson:

This letter is in reply to Joseph Kresslein's letter of request, dated November 4, 1998, for Maryland Department of Natural Resources (DNR) concurrence on the Alternates Retained for Detailed Study for the I-270/I.S. 15 Multimodal project, from the Shady Grove Metro Station in Montgomery County to North of Biggs Ford Road in Frederick County. Project No. FR192B11.

The Department participated in discussions of this project at the Interagency Meetings. We concur with the Alternates Retained for Detailed Study as presented in the October, 1998 package. We have previously contacted Ms. Anne Elfrays of the State Highway Administration regarding a minor wording change necessary in the description of the Scenic and Wild River Program referred to on page 17 of the package. Also, we encourage the State Highway Administration to develop project plans which will first avoid and then minimize impacts to natural resources, including fish and wildlife habitat, wetlands, and waterways in the project study area. In addition, we note that the project area is a heavily used commuting corridor which carries a large number of long distance trips. We strongly advocate progressive planning and maximal use of mass transportation alternatives to single car trips, such as car pooling, bus transportation, and future rail transit.

Also, we remind you that any potential impacts to DNR lands should be coordinated at the earliest possible time with our Resource Planning Unit (contact person: Arnold Norden, at 410-260-8406). At least two DNR properties, Uihara Lake and Seneca Creek State Park, may be affected by this project. Our review of wetland and waterway impacts through the interagency NHPA/404 process is a separate review, and does not fulfill DNR's requirements to review impacts to DNR property.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at (410) 360-8334.

Sincerely,

 Ray C. Dintaman, Jr., Director
 Environmental Review Unit

cc: Arnold Norden, Resource Planning

Telephone: _____
 TDD: 117 for the Deaf. (410) 974-3683

Mr. Ray Dintaman
 I-270/I.S. 15 Multimodal Project
 Frederick and Montgomery Counties
 Page Two

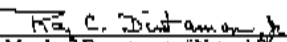
Alternates Retained for Detailed Study

Please check one:

☐ Concur (without comments)

☒ Concur (comments attached)

☐ Do not concur (comments attached)


 Maryland Department of Natural Resources

12-17-98
 Date

LHE:AE
 Attachment

cc: Mr. Terry Clark, MDE
 Mr. Louis H. Ege, Jr.
 Mr. Steve Elinsky, COE
 Ms. Anne Elfrays
 Mr. Elder Ghigiaroli, MDE
 Mr. William Hoffman, EPA
 Ms. Michelle D. Hoffman
 Mr. John Howard, NPS
 Mr. Joseph R. Kresslein
 Mr. J. Rodney Little, MHT
 Mr. Robert Sanders
 Mr. David Sutherland, USFWS
 Ms. Bihui Xu, MOP

C. Streamlined Process Agency Correspondence

Mr. William Hoffman
I-270/US 15 Multimodal Project
Frederick and Montgomery Counties
Page Two

Alternates Retained for Detailed Study

Please check one:

- ☒ Concur (without comments)
☐ Concur (comments attached)
☐ Do not concur (comments attached)



U.S. Environmental Protection Agency

12/01/98
Date

LHE:AE

Attachment

cc: Mr. Terry Clark, MDE
Mr. Ray Dintaman, DNR
Mr. Louis H. Ego, Jr.
Mr. Steve Elinsky, COT
Ms. Anne Elsaye
Mr. Elder Ghigiarelli, MDE
Ms. Michelle D. Hoffman
Mr. John Howard, NPS
Mr. Joseph R. Kraslein
Mr. J. Rodney Little, MIT
Mr. Robert Sanders
Mr. David Sutherland, FWS
Ms. Bihui Xu, MOP

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C. Streamlined Process Agency Correspondence



**Maryland Department of Transportation
State Highway Administration**

November 4, 1998

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Pam N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Mr. Nelson J. Castellanos
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Ms. Pamela Stephenson

Dear Mr. Castellanos:

Consistent with the NEPA/404 process, the Maryland State Highway Administration requests your concurrence on the signature line below, indicating your agreement with the Alternates Retained for Detailed Study for the I-270/US 15 Multimodal project. The Alternates Retained for Detailed Study were presented at the last Interagency Review meeting, held on October 21, and are documented in the attached summary.

Please provide your concurrence by December 7. Your response should be addressed to the attention of Ms. Gay Olsen in the Project Planning Division. If we do not hear from you within 30 days we will assume that you have no concerns. Should you have any questions, please feel free to call Joseph Kresslein at 410-545-8550.

Sincerely,

Parker F. Williams
Administrator

by:

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

(888) 204-4828

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21208-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Nelson J. Castellanos
I-270/US 15 Multimodal Project
Frederick and Montgomery Counties
Page Two

Alternates Retained for Detailed Study

Please check one:

- ☒ Concur (without comments)
☐ Concur (comments attached)
☐ Do not concur (comments attached)

George K. Kresslein
Federal Highway Administration

12-9-98
Date

Attachment

cc: Mr. Terry Clark, MDE
Mr. Ray Dintaman, DNR
Mr. Louis H. Ego, Jr.
Mr. Steve Elinsky, COE
Ms. Anne Elrays
Mr. Elder Ghigiarelli, MDE
Ms. Michelle D. Hoffman
Mr. William Hoffman, EPA
Mr. John Howard, NPS
Mr. Joseph R. Kresslein
Mr. J. Rodney Little, MHT
Mr. Robert Sanders
Mr. David Sutherland, FWS
Ms. Bihui Xu, MOP

C. Streamlined Process Agency Correspondence



**Maryland Department of Transportation
State Highway Administration**

November 4, 1998

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Paris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Mr. Richard Spencer
U.S. Army Corps of Engineers
CENAH-OP-RX
PO Box 1715
Baltimore MD 21201

Attention: Mr. Steve Elinsky


Dear Mr. Spencer:

Consistent with the NHPA/404 process, the Maryland State Highway Administration requests your concurrence on the signature line below, indicating your agreement with the Alternates Retained for Detailed Study for the I-270/US 15 Multimodal project. The Alternates Retained for Detailed Study were presented at the last Interagency Review meeting, held on October 21 and are documented in the attached summary.

Please provide your concurrence by December 7. Your response should be addressed to the attention of Ms. Gay Olson in the Project Planning Division. If we do not hear from you within 30 days we will assume that you have no concerns. Should you have any questions, please feel free to call Joseph Kresslein at 410-545-8550.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by 
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

410-545-8500

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

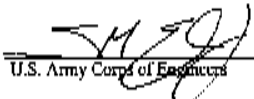
Mailing Address: P.O. Box 717 • Baltimore, MD 21208-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Richard Spencer
I-270/US 15 Multimodal Project
Frederick and Montgomery Counties
Page Two

Alternates Retained for Detailed Study

Please check one:

- ☐ Concur (without comments)
☒ Concur (comments attached)
☐ Do not concur (comments attached)



U.S. Army Corps of Engineers

12-7-98
Date

LHE:AE
Attachment

cc: Mr. Terry Clark, MDP
Mr. Ray Dintaman, DNR
Mr. Louis H. Ege, Jr.
Mr. Steve Elinsky, COE
Ms. Anne Elrays
Mr. Elder Ghigiarelli, MDP
Mr. William Hoffman, EPA
Ms. Michelle D. Hollman
Mr. John Howard, NPS
Mr. Joseph R. Kresslein
Mr. J. Rodney Little, MHI
Mr. Robert Sanders
Mr. David Sutherland, FWS
Ms. Binui Xu, MOP

C. Streamlined Process Agency Correspondence



ARMY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P O BOX 1716
BALTIMORE, MD 21203-1715

Operations Division

DEC 07 1988

Subject: GENAB OF RX (MD SHA/I 270/US 15/MULTIMODAL PROJECT
FROM SHEDY GROVE METRO STATION TO RIGGS FORD ROAD/FREDERICK
AND MONTGOMERY COUNTIES/ALTERNATIVES RETAINED FOR DETAILED
STUDY) 05-00876 12

Maryland State Highway Administration
Attn: Mr. Gay Olsen
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Olsen:

The U.S. Army Corps of Engineers, Baltimore District (Corps) has reviewed the Alternatives Retained for Detailed Studies package and offers the following comments and recommendations. The Corps concurs with the Alternatives package with the following comments:

1. The Maryland State Highway Administration (MD SHA) must develop and include variations of Interchange Options 4 and 5 which would avoid the existing palustrine forested wetland systems (PFC) presently located in those areas. It is anticipated that during the functional assessment of the wetland systems associated with I-270/US 15 project, the PFC's associated with the two interchange options will be determined to provide high functions and values to the natural environment.
2. The SHA and Maryland Mass Transit Association (MTA) will also be required to demonstrate the avoidance and minimization of impacts to waters of the United States including jurisdictional wetlands throughout the I-270/US 15 Intermodal Project consistent with the Section 404(b)(1) guidelines of the Clean Water Act.

The Corps also forwards the following recommendations to avoid and/or minimize impacts to waters during the development of any alternative/option to be used in the Draft Environmental Impact Statement:

(a). While shoulders should be designed to meet the project purpose and provide for safety, the inside and outside shoulder widths should be minimized to reduce the overall footprint of the project thereby avoiding and/or minimizing impacts to waters of the United States.

(b). Where applicable, sideslopes and grading should be reduced to avoid or minimize impacts to waters. MD SHA should also examine the use of retaining walls at the toe to further reduce impacts.

(c). Where applicable, any proposed widening of I-270/US 15 should be directed towards the median. This would exclude areas in the median where stream systems (i.e., Wildcat Branch) or jurisdictional wetlands presently occur.

(d). Streams that are presently located at or near the toe of slope that would be filled during construction should be relocated rather than piped.

(e). Where applicable, any culvert that is to be extended or constructed should be designed to allow fish/animal passage.

(f). During the investigation of alignments for mass transit, the MTA should examine the study area for the presence of any existing inactive railbeds that could be utilized for rail lines.

(g). All proposed park and ride facilities associated with the entire project will be examined for impacts to waters of the United States. Any impacts to those areas will be applied to the overall impacts associated with I-270/US 15 Intermodal Project.

(h). MD SHA and MTA should immediately begin a preliminary search for sites that would provide viable compensatory mitigation.

C. Streamlined Process Agency Correspondence

If you have any questions regarding this matter, please contact Mr. Steve Blinksy of this office at (410) 962 4503.

Sincerely,


Richard K. Spencer
Acting Chief, Special Projects
Permits Section

Copy furnished:

EPA

FHWA

USFWS

MDR (nontidal)

MOE

MHT

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C. Streamlined Process Agency Correspondence

M. Hoffman



**Maryland Department of Transportation
State Highway Administration**

May 19, 1999

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Nelson J. Castellanos
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Ms. Pamela Stephenson

Dear Mr. Castellanos:

The purpose of this letter is to request your formal concurrence in an amendment to the Alternates Retained for Detailed Study for the I-270/US 15 project.

Though presented at the October, 1998 Interagency Review meeting, Technology Boulevard (Option 7) and Watkins Mill Road Extended (Option 4) will be removed from the Alternates Retained for Detailed Study package. Technology Boulevard serves a more local need for the Urbana area and will be added to the Frederick County Master Plan. It has been dropped from the I-270/US 15 corridor study and will be shown on our plans as "to be constructed by others". The need for improving Watkins Mill Road Extended at I-270 differs from the purpose and need for the overall I-270 corridor and is being proposed as State Highway Administration's (SHA) pilot streamlining project. SHA will address segmentation issues in subsequent documentation. Both Technology Boulevard and Watkins Mill Road Extended will be included in the secondary and cumulative effects evaluation for the I-270/US 15 project.

One additional concept that will be added to one of the project alternatives, Combination Alternate B, consists of converting two existing High Occupancy Vehicle (HOV) lanes, one lane northbound/southbound, to high occupancy toll (HOT) lanes in the median from I-70 south to I-370. The HOT lanes are being considered as a value pricing strategy to more efficiently manage highway capacity and would be included within the footprint of any of the combination alternates. Finally, the conversion of the existing inside shoulder of the southbound I-270 lane between MD 121 and I-370 to an HOV lane is proposed as part of the TSM/TDM Alternate. This will consist mainly of restriping and will allow for the HOV system on I-270 to start and end at the same locations (I-495 to the south and MD 121 to the north).

(888) 204-4828

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Nelson J. Castellanos
I-270/US 15 Multimodal Project
Page 2

We request your concurrence on the signature line below, indicating your agreement with the revised Alternates Retained For Detailed Study by June 19, addressed to the attention of Ms. Gay L. Olsen in the Project Planning Division. Please feel free to call Michelle Hoffman, the project manager, at 410-545-8547 or Anne Elrays, the environmental manager, at 410-545-8562 if you should have any questions or toll free at (800) 548-5026.

Please check one:

- ☐ Concur (without comments)
☒ Concur (comments attached)
☐ Do not concur (comments attach

CONCURRENCE:

Pamela S. Stephenson
Federal Highway Administration
Division Administrator

June 15, 1999
Date

Sincerely,

Parker F. Williams
Administrator

by: *Neil J. Pedersen*
Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

C. Streamlined Process Agency Correspondence

From: Steve Hagley
To: PSSTP@PSH200M
Date: 6/15/99 10:41am
Subject: I-270 Project response

Based on the guidance provided in the Federal-aid highway program guidance on HOV lanes and the request for concept revision in the May 13, 1999 letter from the State Highway Administration, I suggest that we provide the following conditions to our approval of the proposed conversion of two existing HOV lanes to HOT lanes:

- 1) A conformity analysis of the revised transportation plan and TIP including the proposed HOT lanes should be conducted by the Metropolitan Washington Council of Governments;
- 2) The proposed change should be designed to improve the safety and operation of the facility. Appropriate geometric and design features (such as cross-section, alignment, lane and shoulder widths, etc.) should support the proposed new use;
- 3) If the proposed HOT facility results in a significant change in operation from the existing HOV facility, such change should be addressed through revision or updating of the Congestion Management System.

One of the goals of this guidance is to identify when a detailed review of a change in the operation of existing HOV lanes is needed, and the


CC: PSSTP@PSH200M, ANIM@PSH200M

Changes to the maximum number of people to be in a vehicle in order to use HOV lanes (for example, from 2 occupants to 3), or small adjustments to when HOV restrictions begin or end, are not significant changes and are not causes for further Federal review. However, a proposal to significantly adjust the hours of operation or to convert an HOV lane to a general purpose lane is considered a significant change in the original project design concept or scope and would require further Federal review. Federal interests for seeking further review include consistency with the provisions of Title 23 of the United States Code (23 USC), operational commitments made during the National Environmental Policy Act (NEPA) process as described in Title 23 Code of Federal Regulation, Part 771 (23 CFR 771), in project agreements, transportation planning requirements, and transportation conformity requirements under the Clean Air Act (40 CFR part 91).

The questions and answers on the following pages provide more detail about:
- what is to be included in the initial proposal from an operating agency wishing to change the operation of an HOV lane;
- what circumstances require a more detailed review for Federal action; and
- what should be provided relative to the various Federal requirements.

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C. Streamlined Process Agency Correspondence



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

July 13, 1999

Mr. Nelson J. Castellanos
1-270/US 15 Multi-Modal Corridor Study
Page Two

RE: Project Number FR192B11
I-270/US 15 Multi-Modal Corridor Study
Shady Grove Metro Station to
North of Biggs Ford Road
Frederick and Montgomery Counties

Please feel free to call Michelle Hoffman, the project manager, at 410-545-8547 or Anne Elrays, the environmental manager, at 410-545-8562 if you should have any questions. Both Ms. Hoffman and Ms. Elrays can also be reached toll-free within Maryland at 1-800-548-5026.

Mr. Nelson J. Castellanos
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Ms. Pamela Stephenson

Dear Mr. Castellanos:

We are in receipt of the Federal Highway Administration's (FHWA) concurrence with comments on the revisions to the Alternates Retained for Detailed Study for the I-270/US 15 Multi-Modal Corridor Study. I would like to respond to the comments attached to your concurrence letter.

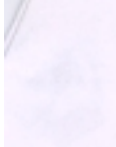
The State Highway Administration (SHA) is aware of the policies concerning High Occupancy Vehicle (HOV) lanes as set forth in the Federal-Aid Highway Program Guidance. Conversion of existing and proposed HOV lanes to High Occupancy Vehicle/Toll (HOT) lanes is only one option of all of the Combination Alternates under consideration in the detailed planning study. Please note that a conformity analysis would be conducted for the preferred alternate prior to completion of the final environmental document. In addition, the Metropolitan Washington Council of Governments (MWCOG) is pursuing a regional analysis of HOT lanes, while the Maryland Department of Transportation (MDOT) is initiating a Value Pricing Study.

The HOT lanes for the I-270/US 15 Multi-Modal Corridor Study are a part of Combination Alternate B and would be designed in a manner to maximize both the safety and traffic operations of the I-270 Corridor. Finally, MDOT maintains and updates as needed the Congestion Management System (CMS) for all of the Maryland corridors.

My telephone number is (888) 204-4828

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
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Parker F. Williams
Administrator

July 13, 1999

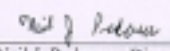
Mr. Nelson J. Castellanos
I-270/US 15 Multi-Modal Corridor Study
Page Two

Project Number FR192B11
I-270/US 15 Multi-Modal Corridor Study
Shady Grove Metro Station to
North of Biggs Ford Road

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Sincerely,

Parker F. Williams
Administrator

by: 
Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

cc: Ms. Anne Elrays
Ms. Michelle Hoffman
Ms. Marsha Kaiser
Ms. Cynthia D. Simpson

The HOT lanes for the I-270/US 15 Multi-Modal Corridor Study are a part of Combination Alternate B and would be designed in a manner to maximize both the safety and traffic operations of the I-270 Corridor. Finally, MDOT maintains and updates as needed the Congestion Management System (CMS) for all of the Maryland corridors.

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C. Streamlined Process Agency Correspondence



Maryland Department of Transportation
State Highway Administration

Parris N. Glencening
Governor
John D. Porcari
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Parker F. Williams
Administrator

May 19, 1999

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Mr. Richard Spencer
U.S. Army Corps of Engineers
CENAB-OP-RX
P.O. Box 1715
Baltimore MD 21201

Attention: Mr. Steve Elinsky

Dear Mr. Spencer:

The purpose of this letter is to request your formal concurrence in an amendment to the Alternates Retained for Detailed Study for the I-270/US 15 project.

Though presented at the October, 1998 Interagency Review meeting, Technology Boulevard (Option 7) and Watkins Mill Road Extended (Option 4) will be removed from the Alternates Retained for Detailed Study package. Technology Boulevard serves a more local need for the Urbana area and will be added to the Frederick County Master Plan. It has been dropped from the I-270/US 15 corridor study and will be shown on our plans as "to be constructed by others". The need for improving Watkins Mill Road Extended at I-270 differs from the purpose and need for the overall I-270 corridor and is being proposed as the State Highway Administration's (SHA) pilot streamlining project. SHA will address segmentation issues in subsequent documentation. Both Technology Boulevard and Watkins Mill Road Extended will be included in the secondary and cumulative effects evaluation for the I-270/US 15 project.

One additional concept that will be added to one of the project alternatives, Combination Alternate B, consists of converting two existing High Occupancy Vehicle (HOV) lanes, one lane northbound/southbound, to high occupancy toll (HOT) lanes in the median from I-70 south to I-370. The HOT lanes are being considered as a value pricing strategy to more efficiently manage highway capacity and would be included within the footprint of any of the combination alternatives. Finally, the conversion of the existing inside shoulder of the southbound I-270 lane between MD 121 and I-370 to an HOV lane is proposed as part of the TSM/TDM Alternate. This will consist mainly of restriping and will allow for the HOV system on I-270 to start and end at the same locations (I-495 to the south and MD 121 to the north).

My telephone number is _____

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Mr. Richard Spencer
I-270/US 15 Multimodal Project
Page 2

We request your concurrence on the signature line below, indicating your agreement with the revised Alternates Retained For Detailed Study by June 19, addressed to the attention of Ms. Gay L. Olsen in the Project Planning Division. Please feel free to call Michelle Hoffman, the project manager, at 410-545-8547 or Anne Elrays, the environmental manager, at 410-545-8562 if you should have any questions or toll free at (800) 548-5026.

Please check one:

- ☒ Concur (without comments)
☐ Concur (comments attached)
☐ Do not concur (comments attach

CONCURRENCE:

U.S. Army Corps of Engineers

6.7.99
Date

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

C. Streamlined Process Agency Correspondence



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 19, 1999

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Ms. Denise Rigney
NEPA Compliance Section
Environmental Protection Agency
Region III - 3ES30
1650 Arch Street
Philadelphia PA 19103-2029

Attention: Ms. Jamie Stark

Dear Ms. Rigney:

The purpose of this letter is to request your formal concurrence in an amendment to the Alternates Retained for Detailed Study for the I-270/US 15 project.

Though presented at the October, 1998 Interagency Review meeting, Technology Boulevard (Option 7) and Watkins Mill Road Extended (Option 4) will be removed from the Alternates Retained for Detailed Study package. Technology Boulevard serves a more local need for the Urbana area and will be added to the Frederick County Master Plan. It has been dropped from the I-270/US 15 corridor study and will be shown on our plans as "to be constructed by others". The need for improving Watkins Mill Road Extended at I-270 differs from the purpose and need for the overall I-270 corridor and is being proposed as the State Highway Administration's (SHA) pilot streamlining project. SHA will address segmentation issues in subsequent documentation. Both Technology Boulevard and Watkins Mill Road Extended will be included in the secondary and cumulative effects evaluation for the I-270/US 15 project.

One additional concept that will be added to one of the project alternatives, Combination Alternate B, consists of converting two existing High Occupancy Vehicle (HOV) lanes, one lane northbound/southbound, to high occupancy toll (HOT) lanes in the median from I-70 south to I-370. The HOT lanes are being considered as a value pricing strategy to more efficiently manage highway capacity and would be included within the footprint of any of the combination alternates. Finally, the conversion of the existing inside shoulder of the southbound I-270 lane between MD 121 and I-370 to an HOV lane is proposed as part of the TSM/TDM Alternate. This will consist mainly of restriping and will allow for the HOV system on I-270 to start and end at the same locations (I-495 to the south and MD 121 to the north).

My telephone number is _____

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1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Ms. Denise Rigney
I-270/US 15 Multimodal Project
Page 2

We request your concurrence on the signature line below, indicating your agreement with the revised Alternates Retained For Detailed Study by June 19, addressed to the attention of Ms. Gay L. Olsen in the Project Planning Division. Please feel free to call Michelle Hoffman, the project manager, at 410-545-3547 or Anne Elrays, the environmental manager, at 410-545-8562 if you should have any questions or toll free at (800) 548-5026.

Please check one:

- ☒ Concur (without comments)
☐ Concur (comments attached)
☐ Do not concur (comments attach)

CONCURRENCE:

James R. Kressle
Environmental Protection Agency

6/15/99
Date

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

Joseph R. Kressle
Joseph R. Kressle
Assistant Division Chief
Project Planning Division

C. Streamlined Process Agency Correspondence



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 19, 1999

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Mr. Robert Zepp
U.S. Department of the Interior
Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401

Dear Mr. Zepp:

The purpose of this letter is to request your formal concurrence in an amendment to the Alternates Retained for Detailed Study for the I-270/US 15 project.

Though presented at the October, 1998 Interagency Review meeting, Technology Boulevard (Option 7) and Watkins Mill Road Extended (Option 4) will be removed from the Alternates Retained for Detailed Study package. Technology Boulevard serves a more local need for the Urbana area and will be added to the Frederick County Master Plan. It has been dropped from the I-270/US 15 corridor study and will be shown on our plans as "to be constructed by others". The need for improving Watkins Mill Road Extended at I-270 differs from the purpose and need for the overall I-270 corridor and is being proposed as the State Highway Administration's (SHA) pilot streamlining project. SHA will address segmentation issues in subsequent documentation. Both Technology Boulevard and Watkins Mill Road Extended will be included in the secondary and cumulative effects evaluation for the I-270/US 15 project.

One additional concept that will be added to one of the project alternatives, Combination Alternate B, consists of converting two existing High Occupancy Vehicle (HOV) lanes, one lane northbound/southbound, to high occupancy toll (HOT) lanes in the median from I-70 south to I-370. The HOT lanes are being considered as a value pricing strategy to more efficiently manage highway capacity and would be included within the footprint of any of the combination alternates. Finally, the conversion of the existing inside shoulder of the southbound I-270 lane between MD 121 and I-370 to an HOV lane is proposed as part of the TSM/TDM Alternate. This will consist mainly of restriping and will allow for the HOV system on I-270 to start and end at the same locations (I-495 to the south and MD 121 to the north).

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Robert Zepp
I-270/US 15 Multimodal Project
Page 2

We request your concurrence on the signature line below, indicating your agreement with the revised Alternates Retained For Detailed Study by June 19, addressed to the attention of Ms. Gay L. Olsen in the Project Planning Division. Please feel free to call Michelle Hoffman, the project manager, at 410-545-8547 or Anne Elrays, the environmental manager, at 410-545-8562 if you should have any questions or toll free at (800) 548-5026.

Please check one:

- ☒ *No Action*
~~Concur (without comments)~~
☐ Concur (comments attached)
☐ Do not concur (comments attach

CONCURRENCE:

[Signature]
U.S. Fish and Wildlife Service

5-25-99
Date

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

[Signature]
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

C. Streamlined Process Agency Correspondence



Maryland Department of Transportation
State Highway Administration

Parris N. Giendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 19, 1999

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Mr. John Howard
National Park Service
Antietam National Battlefield
P.O. Box 158
Sharpsburg MD 21782

Dear Mr. Howard:

The purpose of this letter is to request your formal concurrence in an amendment to the Alternates Retained for Detailed Study for the I-270/US 15 project.

Though presented at the October, 1998 Interagency Review meeting, Technology Boulevard (Option 7) and Watkins Mill Road Extended (Option 4) will be removed from the Alternates Retained for Detailed Study package. Technology Boulevard serves a more local need for the Urbana area and will be added to the Frederick County Master Plan. It has been dropped from the I-270/US 15 corridor study and will be shown on our plans as "to be constructed by others". The need for improving Watkins Mill Road Extended at I-270 differs from the purpose and need for the overall I-270 corridor and is being proposed as the State Highway Administration's (SHA) pilot streamlining project. SHA will address segmentation issues in subsequent documentation. Both Technology Boulevard and Watkins Mill Road Extended will be included in the secondary and cumulative effects evaluation for the I-270/US 15 project.

One additional concept that will be added to one of the project alternatives, Combination Alternate B, consists of converting two existing High Occupancy Vehicle (HOV) lanes, one lane northbound/southbound, to high occupancy toll (HOT) lanes in the median from I-70 south to I-370. The HOT lanes are being considered as a value pricing strategy to more efficiently manage highway capacity and would be included within the footprint of any of the combination alternatives. Finally, the conversion of the existing inside shoulder of the southbound I-270 lane between MD 121 and I-370 to an HOV lane is proposed as part of the TSM/TDM Alternate. This will consist mainly of restriping and will allow for the HOV system on I-270 to start and end at the same locations (I-495 to the south and MD 121 to the north).

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. John Howard
I-270/US 15 Multimodal Project
Page 2

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Please check one:

- ☒ Concur (without comments)
☐ Concur (comments attached)
☐ Do not concur (comments attach)

CONCURRENCE:

J. W. J.
National Park Service

6-14-99
Date

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kressle
Joseph R. Kressle
Assistant Division Chief
Project Planning Division

C. Streamlined Process Agency Correspondence



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 19, 1999

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Mr. Elder Ghigiarelli
Maryland Department of the Environment
Water Management Administration
Non-Tidal Wetlands and Waterways Division
2500 Broening Highway
Baltimore MD 21401

Dear Mr. Ghigiarelli:

The purpose of this letter is to request your formal concurrence in an amendment to the Alternates Retained for Detailed Study for the I-270/US 15 project.

Though presented at the October, 1998 Interagency Review meeting, Technology Boulevard (Option 7) and Watkins Mill Road Extended (Option 4) will be removed from the Alternates Retained for Detailed Study package. Technology Boulevard serves a more local need for the Urbana area and will be added to the Frederick County Master Plan. It has been dropped from the I-270/US 15 corridor study and will be shown on our plans as "to be constructed by others". The need for improving Watkins Mill Road Extended at I-270 differs from the purpose and need for the overall I-270 corridor and is being proposed as the State Highway Administration's (SHA) pilot streamlining project. SHA will address segmentation issues in subsequent documentation. Both Technology Boulevard and Watkins Mill Road Extended will be included in the secondary and cumulative effects evaluation for the I-270/US 15 project.

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Mr. Elder Ghigiarelli
I-270/US 15 Multimodal Project
Page 2

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Please check one:

- ☒ Concur (without comments)
☐ Concur (comments attached)
☐ Do not concur (comments attach

CONCURRENCE:

Maryland Department of the Environment

7/14/99
Date

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

C. Streamlined Process Agency Correspondence



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 19, 1999

Re: Project No. FR192B11
I-270/US 15 Multimodal Project
from the Shady Grove Metro Station
to North of Biggs Ford Road
Frederick and Montgomery Counties

Mr. Ray Dintaman, Director
Environmental Review Unit
Maryland Department of Natural Resources
Tawes State Office Building, B-3
Annapolis MD 21401

Dear Mr. Dintaman:

The purpose of this letter is to request your formal concurrence in an amendment to the Alternates Retained for Detailed Study for the I-270/US 15 project.

Though presented at the October, 1998 Interagency Review meeting, Technology Boulevard (Option 7) and Watkins Mill Road Extended (Option 4) will be removed from the Alternates Retained for Detailed Study package. Technology Boulevard serves a more local need for the Urbana area and will be added to the Frederick County Master Plan. It has been dropped from the I-270/US 15 corridor study and will be shown on our plans as "to be constructed by others". The need for improving Watkins Mill Road Extended at I-270 differs from the purpose and need for the overall I-270 corridor and is being proposed as the State Highway Administration's (SHA) pilot streamlining project. SHA will address segmentation issues in subsequent documentation. Both Technology Boulevard and Watkins Mill Road Extended will be included in the secondary and cumulative effects evaluation for the I-270/US 15 project.

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Mr. Ray Dintaman
I-270/US 15 Multimodal Project
Page 2

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Please check one:

- ☐ Concur (without comments)
☒ Concur (comments attached)
☐ Do not concur (comments attach

CONCURRENCE:

Ray C. Dintaman, Jr.
Maryland Department of Natural Resources

June 22, 1999
Date

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

C. Streamlined Process Agency Correspondence



Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

Maryland Department of Natural Resources

ENVIRONMENTAL REVIEW

Tawes State Office Building
Annapolis, Maryland 21401

John R. Griffin
Secretary

Stanley K. Arthur
Deputy Secretary

June 22, 1999

Gay Olsen
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Ms. Olsen:

This letter is in reply to Joseph Kresslein's letter of request, dated May 19, 1999, for Maryland Department of Natural Resources (DNR) concurrence on an amendment to the Alternates Retained for Detailed Study for the I-270/US 15 project, Project No. FR 192B11, Frederick and Montgomery Counties.

The Department participated in discussions of this project at the Interagency Meeting. We have no comments on the amendment as described in the May 19, 1999 letter.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at (410) 260-8334.

Sincerely,

A handwritten signature in black ink that reads "Ray C. Dintaman, Jr.".

Ray C. Dintaman, Jr., Director
Environmental Review Unit

Telephone: (410) 260-8330
DNR TTY for the Deaf: (410) 260-8835
Toll Free: 1-877-620-8DNR

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C. Streamlined Process Agency Correspondence



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1680 Arch Street
Philadelphia, Pennsylvania 19103-2029

April 26, 2002

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Attn: Ms. Anne Elrays

RE: I-270/US 15 Multi-Modal Corridor Study, Air Quality Technical Report
Frederick and Montgomery Counties, Maryland

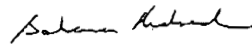
Dear Ms. Simpson,


In accordance with the National Environmental Policy Act (NEPA) and the Maryland Streamlined Environmental and Regulatory Process, the Environmental Protection Agency (EPA) has reviewed the air quality analysis for the above referenced project.

Based on the review provided by EPA's Air Protection Division, it is concluded that the report is satisfactory. The document has correctly identified the appropriate air quality issues and studies which will be required as the project proceeds.

Thank you for the opportunity to review and comment on this document. EPA looks forward to continued cooperation in the evaluation of impacts and protection of natural resources. If you have any questions, please contact Barbara Rudnick at (215) 814-3322.

Sincerely,


for
Thomas A. Sienkamp
Deputy Director
Office of Environmental Programs

 Printed on 100% recycled/recyclable paper with 100% post-consumer fiber and process chlorine free.
Customer Service Hotline: 1-800-438-2474

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